

SHORT LINE TO SALT LAKE CITY

Missouri Pacific Will Build New Road From Hoxie West.

SUBURBAN GETS FRANCHISE

PLANS FOR THE CONSTRUCTION OF COOS BAY ROAD OUTLINED.

THAT the campaign of the Goulds for an outlet to the coast is no idle tale is becoming more and more apparent. In support of the story published in yesterday's Herald, regarding the concern manifested by Gould interests in the Coos bay and Moffat enterprises, comes the announcement that the Missouri Pacific will begin at once the work of constructing a road from Hoxie, Kan., to Denver. The information is official, and may be taken as an assurance that the Missouri Pacific will be taken into consideration when consulting Salt Lake railroad interests of the future, for a Gould road to Denver means a Gould line to this city and to the coast.

Hoxie is in the northwestern part of Kansas on a direct line with Denver, between Hoxie and Stockton is a survey of the Union Pacific which has a branch to Atchison from Stockton. The ambition of the Missouri Pacific is to promote a line between Denver and Hoxie, connecting at the latter with the Union Pacific branch for the Missouri river points at Atchison. This will give the Missouri Pacific the shortest route between Denver and the Missouri. It has a direct line from Atchison along the Missouri to Kansas City, and from that point can get a direct line over its own branches to St. Louis.

The Denver, Northwestern & Pacific is already looked upon as a Gould proposition, and this is equivalent to saying that the Hoxie extension west is an extension to Salt Lake City. That the Missouri Pacific will seek an outlet to the coast from this point is a natural and undisputed conclusion. The Coos bay enterprise opens up the very opportunity which the Goulds have been waiting for, and there is excellent reason for supposing that the Missouri Pacific will be a moving spirit in furthering the projects now under consideration and in course of construction between Denver, Salt Lake, Coos bay and Portland, to which point the Coos bay road will extend. With better harbor facilities at Portland it is probable that the road would go direct there, but the mouth of the Columbia will always be an obstacle to Portland's shipping interests, while the harbor at Coos bay is one of the finest in the world.

The Portland story to the effect that the representatives of the Missouri Pacific and the Coos bay project have been in close consultation is not without something. The Moffat road is already under construction. The Coos bay road will be if the assertions of the promoters are to be accepted.

The Goulds are interested in the Coos bay proposition is the only construction to be placed upon the visit to Portland of T. J. Moffat, president of the Denver, Northwestern & Pacific.

It is not yet announced when work on the Great Central line is to be commenced, but the fact remains that the Goulds are pouring into the Coos bay country from all quarters while the towns along the proposed line are taking on the air of a boom.

The approach of the transcontinental lines when they were first extended to the coast, and this activity makes it appear as if people have reason to expect that their "crow flies" thing" before a great while. It is said in connection with the Denver enterprise that efforts will be made to cut out seventy-five miles from the original survey by extending the line through Echo canyon.

STRAIGHT, BUT CROOKED.

A Term Which Made the Kansas City Southern Famous.

There is an interesting story connected with the expression "straight as the crow flies," a term that has been used to advertise the Kansas City Southern. In spite of the fact that the Port Arthur line makes a direct route to its southern terminal, it is one of the crookedest roads in the country, although the curves and angles are not of sufficient importance to show on the map. They are very much in evidence in riding over the road, however. It is said that the road is crooked at some points along the line that the engineer is in constant fear of colliding with the rear coaches of his train.

These crooks were put into the road on purpose by Arthur E. Stillwell, the promoter of the enterprise. Some of the towns along the line of the survey refused to put up with the crookedness. Mr. Stillwell felt they ought to, and he built around them. The crooks which resulted gave the trains a hoochie in motion. When the train was in motion, the general passenger agent of the road, went over the line, he was impressed with this feature, and to his credit the situation appealed to his fancy.

He advertised the road as being "straight as the crow flies." Probably no one ever saw a sober, self-respecting crow execute a crooked line, but the idea amused the railroad people all over the country, and while Sam Warner was unmercifully "guyed" about his "crow flies," it advertised the road and made it famous.

PLANS OF CONSTRUCTION.

Work of Construction on the Coos Bay Road Outlined.

Portland, Ore., Aug. 23.—Plans for the construction of the Great Central railway between Coos Bay and Salt Lake City have been furthered. It is understood today, through the completion of negotiations concerning the affairs of the Empire Construction company. The construction company was organized May 2, 1902, to build the Great Central road and its allied enterprise, the Belt Line Railway company, between Coos Bay and the city. A combination of experienced railway contractors has been effected between Nelson Bennett of Tacoma, William H. Remington, formerly of the Astoria & Columbia River road, David H. Brown of Salt Lake, and W. C. Nibley of Baker City, Ore. These four well known men are understood to have taken over the stock of the Empire Construction company, and will henceforth control it exclusively. A great portion of the stock has been taken in Tacoma. The plans for the work before this corporation contemplate that the Coos Bay road and Remington will construct the Coos Bay end of the Salt Lake line, and Eccles and Nibley the Salt Lake end of the line.

GRANT SUBURBAN FRANCHISE.

Salt Lake & Suburban Road to Begin Tracklaying at Once.

A franchise which the county commissioners granted yesterday will add to the efficiency of the suburban trolley service. This is the extension of the Salt Lake & Suburban Railway company, for which application was made several days ago by Attorney Taylor.

HAS COUNTRY DOG NO RIGHTS THAT CITY IS BOUND TO RESPECT?

The right of the city dog catcher to impound a country canine which has followed its master into the city and is playing around the farm wagon waiting for the owner to complete his business and return home, is a question which was submitted to the county attorney's office yesterday by Dave Griffith. The dog catcher was instructed to call upon the city attorney, but he had left the joint building for the day. About noon Griffith noticed a dog playing in the streets, which had neither collar nor tag. A few minutes later the canine was introduced to a lot of homeless pups who were riding around in the dog catcher's wagon. Just about that same time the owner of the dog came out of the store where he was doing some trading, and saw his pet yanked up the neck at one end of a piece of wire, and thrown into the wagon without much ceremony.

It is an extension to an extension for which the road already holds a franchise. The original petition was for an extension through the towns of Farmers, Mill Creek, Murray, Big Cottonwood and Granger. The consolidated petition & Power company recently asked for a franchise which covered practically the same territory that the Suburban company wants to cover. In the new territory for which the company has just been granted a franchise, the tracks parallel those of the Utah & Salt Lake Valley Railroad company for one and one-half miles.

The petition for an extension from the State road along Winchester road to highway No. 13, past the Highland Boy smelter at Murray and to the Bingham Gold & Copper company's plant at Bingham Junction. The usual bond of \$10,000 is exacted. It is understood that work on the extension will be commenced at once. Electricity is to be the motive power, and the work will be hurried forward as fast as possible. Car service has been one of the hopes of the people living along the line of the proposed route, and those interested are much pleased with the prospect of an early realization of the plans of the company.

WILL CARRY MAIL.

Rock Island to Become a Rival For Government Contracts.

With its new special from Chicago to Los Angeles, the Rock Island is to become a rival of its competitors for carrying the mails. A new mail route, it is said, will be opened up by this road, which will throw it in competition with other transcontinental roads engaged in this profitable pursuit. The fact that the road claims a shorter service between Kansas City and El Paso and also from there to Los Angeles, in gold and copper, stands a good chance of getting a slice of the government contracts. When the new equipment was announced it was observed that the Rock Island had no mail service provided for, and this is pointed out as an indication of the Rock Island's determination to get in the field.

REACHING SPEED LIMITS.

Illinois Electric Road to Make One Hundred Miles an Hour.

New York, Aug. 23.—An electrical company in Illinois is building a train which is soon to be used in Illinois, says a special dispatch from Lynn, and which the engineers estimate will make the ninety-mile run in one hour. It is added that the track for the train in Illinois is almost completed; that the line is about 150 miles long and is remarkable for solidity and strength. As the road is built, grades have been eliminated. Electricity will be the motive power, and the third rail system will be used.

GRAIN RATES ADVANCED.

Roads Place Themselves in a Position For Profitable Revenue.

New York, Aug. 23.—It has been learned, says the Journal of Commerce, that the Pennsylvania railroad has decided to advance ex-lake rates on grain for export from Erie, Pa., to Baltimore. The new rates will be in effect from September 1 to October 15. The Buffalo lines, instead of retaliating when the Pennsylvania and Baltimore & Ohio reduced their rates on grain for export to Baltimore, are now making a move to a greater extent, decided that a better course to pursue was to restore the old rates, believing that possibly the other lines would follow suit. Subsequent developments have proved the wisdom of their policy in this respect at least.

Enlarging the Mail Service.

Six new clerks are to be put on the mail service between Granger and Huntington. The additional mail force is on the Oregon Short Line train and it is expected that the appointments will be made to take effect from the 1st of September. Mail will be handled on all the Short Line trains, instead of on Nos. 1 and 2, as formerly. The two passenger trains, the Granger and Huntington, will be hailed with delight in the districts affected. This addition will make Pocatello a more important distributing point for mail, and will benefit the places between which the service is to be enlarged.

Santa Fe Cuts Kansas City.

One of the reasons for the movement of some of the grain shippers against the Santa Fe is announced to be because the road has abolished the privilege of clearing grain in transit to Kansas. The privilege still holds on shipments to other points. Country shippers have for years had the privilege of stopping grain in transit, and in the rate, but under the new system grain consigned to the Kansas City market is required to pay the sum of the local rate instead of the through rate, as shipments cleared at rate, and mixed in transit. How the controversy will end is an interesting problem.

Work Delayed by Rain.

H. F. Curtis, western freight agent of the Nickel Plate road, with headquarters at Omaha, was in the city yesterday and reports that the prospect of a prosperous season. Omaha is interested, he says, in the new road which the Chicago Great Western is building from Fort Dodge to complete the Omaha-Omaha branch. The road is 150 miles long. Work on the grading has been delayed on account of the heavy rains, and the road has experienced difficulty in getting all the men needed.

May Cut Still Deeper.

There is a possibility that the cuts recently announced by the Santa Fe on grain rates will undergo a still greater reduction. The Burlington has come out with the announcement that the old rate would not be restored on the first of September, and the Union Pacific and Rock Island announce that they will meet the reduction. Some are inclined to regard this movement as a general rate war on iron shipments of various kinds.

Rock Island Change.

Omaha, Neb., Aug. 23.—J. S. McNally, city passenger agent of the Rock Island, has been appointed general passenger agent of the Choctaw line of

The farmer explained to the dog catcher that he lived in the country; that he had just come to town to do a little trading; was soon going home; that his dog had followed him into the city, and would follow him back in a few minutes, if he were released. The dog catcher could not see it in that light, and he was learned the country man. They finally agreed to lay the matter before the county authorities, and County Attorney Christensen was called upon.

Just at that time the latter was hard at work upon political matters up town, and his assistant declined to solve the problem, on the ground that it was a city matter. As the city attorney could not be found, the dog catcher and his companion left the building in quest of other legal authorities. Later it was learned the country pup was released, upon the assurance of the owner that he would take the dog straight home with him.

Railroad Notes.

E. E. Darling is en route to Boise. W. L. Nicol left last evening for Boise. Lewis Bamberger left last evening for Boise.

The Rio Grande runs an excursion to Boise today.

The Oregon Short Line runs an excursion to Boise today.

F. Foutz, general agent for the Rio Grande at Provo, was in the city yesterday.

S. H. Stinson, traveling freight agent for the Nickel Plate system, returned yesterday from a week's trip.

Rock Island engineers have reached Houston and are pushing on with the survey of a line to Galveston.

J. P. Dunn, superintendent of motive power and machinery of the Oregon Short Line, is on a trip to Boise.

A. A. Walker, local representative of the Northwestern, has returned from his trip in the southern part of the state.

Next Monday the Rock Island will break ground in South Memphis for the erection of its \$500,000 machine and car shops.

The Illinois Central is building numerous branch lines in Mississippi and Yazoo territory, being ramified with feeders of this system.

E. Drake, district traveling passenger agent, and W. B. Townsend, traveling passenger agent of the Rock Island, returned yesterday from a prosperous trip over the road.

Vice President Harding of the Missouri Pacific and the Rio Grande Western says that there is no truth in the report that there is to be a change in the relations between the Missouri Pacific and the Chicago, Milwaukee & St. Paul.

The controversy in the St. Louis Terminal association has subsided by the admission of the Rock Island upon a basis satisfactory to the St. Louis Terminal association.

Rock Island will contribute its share toward the expenses of the association.

The Santa Fe has issued a shipper's guide, for the convenience of its patrons, which is one of the most complete works of the kind ever published by a railway company. It gives the through rates from the eastern terminals of the system to the coast, covering the Santa Fe, including Utah and Montana.

SCHOOL TRUSTEES MEET.

Decision on a Calendar For the Coming Year.

At the meeting yesterday noon of the school trustees, the calendar for the 1902-03 scholastic year was drawn up. It follows:

Sept. 5, Monday—School opens. Nov. 27, 28, Thursday and Friday—Thanksgiving recess. Dec. 19, Friday—Instruction suspended for holiday recess. Jan. 5, Monday—Instruction resumes. January, Friday—First half-year ends. Feb. 2, Monday—Second half-year begins. April 15, Wednesday—Arbor day. May 21, 22, Thursday and Friday—Examination of eighth grade. May 29—School closes. June 1, Monday—Commencement exercises.

State Superintendent Nelson addressed the teachers on the necessity of taking care of school property and employing competent teachers.

When the test-book matter came up it did not produce half the discussion expected. After a few remarks a set was decided on for temporary use in the schools. It will be subject to several revisions, and County Superintendent E. C. Nelson does not think a sufficient number of some of them can be secured. The trustees decided to purchase a limited number of drawing books for the pupils.

Joseph Haworth's farewell next Wednesday.

Personal Mention.

George D. Alden has gone to Lander, Wyo., on business.

William Bartlett has gone east to purchase winter goods for the New York Cash store.

Elmer A. Ellsworth will go east in a few days on theatrical business, having spent a week in this city visiting with his mother and friends.

Leonard has returned from San Francisco, where he was summoned by the fatal illness of his cousin, Thomas Brown, who for many years was one of the most prominent financiers of California. The bishop will go to Colorado tomorrow to attend to the church duties in that part of his diocese.

There will be an opportunity of witnessing "Corianton," Sept. 11!

WARSHIPS ARE COMING HOME

No Longer Required to Watch Matters in Venezuela.

Washington, Aug. 23.—In pursuance of the navy department's orders of yesterday, two of the American war vessels in Venezuelan waters started north today.

The cruiser Topeka left Puerto Cabello for Hampton Roads and the Cincinnati for La Guayra for Cape Haytien.

In view of the generally disturbed condition of affairs in Central and South America, the Cincinnati will remain for some days at Cape Haytien to be ready for possible demands for its services.

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Wednesday next "Corianton," after being polished up, will have a farewell reception at the Salt Lake theatre.

INCREASING FISH SUPPLY.

Portland, Ore., Aug. 23.—A determined effort to increase the stock of Chinook salmon in the Columbia river is to be made by the state and United States authorities. Fish Warden Vandusen announces that during the coming year 90,000 young salmon will be turned loose from the hatcheries along the Columbia and its tributaries. He estimates that the output of young salmon from hatcheries on streams flowing into the Pacific ocean from the Columbia to Coos bay will be 145,000.

Give Agnes Rose Lane an enthusiastic reception next Wednesday afternoon at Salt Lake theatre.

REPUBLICANISTO MEET SEPT. 22-23

County Convention Fixed For Those Dates.

STATE PRIMARIES SEPT. 5

COUNTY PRIMARIES ON THURSDAY, SEPT. 18.

AT THE MEETING of the Republican county committee in room 400 of the Knutsford hotel yesterday afternoon the following dates were decided upon for the county convention and the two primaries at which delegates to the state and county conventions will be elected:

Primaries for the election of delegates to the state convention, Friday, Sept. 5, 8 p. m.

Primaries for the election of delegates to the county convention, Thursday, Sept. 18, 8 p. m.

County convention, Monday and Tuesday, Sept. 22 and 23, Salt Lake theatre.

When those dates had been decided upon the committeemen turned their attention to the apportionment of delegates to the county convention, and the creation of four new districts in the county—Forest Dale, Highland Boy, Dalton Lark and North Point.

The apportionment of delegates to the state convention was based on the vote cast for Governor Wells in 1900. It provides for 151 delegates from the ninety-two districts.

Based on Wells' Vote.

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On Friday, Oct. 31, the Republicans will hold a rally in the Salt Lake theatre. There were some of the committee members of the county convention who were present at the night before election, but Chairman Elchorn won his point by having an earlier date selected.

The county primaries in each district there will be elected at the same time the delegates are selected a district chairman, district secretary and three district committeemen, the five to constitute the campaign committee in their respective jurisdictions.

No effort was made at the meeting yesterday to select the orators for the county convention, but it was decided that the matter was postponed for further consideration at some future meeting. The matter of chairman of the county convention was also deferred.

There were some present who would like to see the gavel wielded by Senator Kearns, and others who had a preference for Arthur Brown.

Delegates Apportioned.

The committee made the following apportionment of delegates to the state convention:

Districts 14, 15, 17, 24, 25, 31, 35, 36, Farmers' (54), East Mill Creek (55), Mill Creek (56), Murray (59), Big Cottonwood (62), Mountain Dell (64), Butler (65), Union (66), Sandy (67), Sandy (68), Granite (69), Little Cottonwood (70), Crescent (71), Bluff Dale (72), Highland Boy (73), Dalton Lark (74), North Point (75), West Jordan (76), West Jordan (77), Bingham (80), Bingham (82), Pleasant Green (83), Hunter (84), Granger (85), Cottonwood (86), Sugar (87), Forest Dale (89), Highland Boy (90), Dalton Lark (91), North Point (92), one delegate each.

Districts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 18, 19, 20, 21, 22, 23, 26, 28, 29, 30, 32, 33, 34, 37, 38, 39, 40, 41, 44, 45, 46, 47, 48, 49, 50, 52, Farmers' (53), Mill Creek (56), Mill Creek (57), Murray (59), Big Cottonwood (62), Mountain Dell (64), Butler (65), Union (66), Sandy (67), Sandy (68), Granite (69), Little Cottonwood (70), Crescent (71), Bluff Dale (72), Highland Boy (73), Dalton Lark (74), North Point (75), West Jordan (76), West Jordan (77), Bingham (80), Bingham (82), Pleasant Green (83), Hunter (84), Granger (85), Cottonwood (86), Sugar (87), Forest Dale (89), Highland Boy (90), Dalton Lark (91), North Point (92), three delegates each.

Districts—Silver (63), Mountain Dell (64), Granite (69), Little Cottonwood (70), Hunter (84), Brighton (89), one delegate each.

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WORKED AT OLD GAME

Pietro Vincelli Bounced Out of \$10 by Ancient Letter Trick.

Pietro Vincelli, proprietor of the Idaho saloon, at 125 South State street, was the victim of two smooth grafters, who succeeded in separating him from \$10, which he lost in Allegheny City, Pa. According to his story, one of the men requested that he be given \$10 in silver for a bill of that denomination. The bartender accommodated him, and the other man then asked to be given the bill for silver, for the reason, he explained, that he wished to enclose it in a letter. He handed the letter to Vincelli, who enclosed the bill and sealed the letter.

The second stranger left in a few moments, with the statement that he desired to go to the Knutsford to secure more money. The letter with the supposed bill was placed in a cash drawer to await his return. It remained there for several days, until the bartender's suspicions were aroused at his continued absence, and the letter opened. The bill was gone, and the game was reported to the police. A description of the men was given, but no arrests have been made.

An Assured Fact.